

PATRIOTISM AND ABOLITIONISM.

An Open Letter to the Editor of the Sun.

DAVID M. DAVIS.

TO THE EDITOR OF THE SUN:—I enclose to you for publication an open letter to Senator Henry W. Dawson, Nov. 28, 1887.

My dear Sir: I should have written you some months ago acknowledging with thanks your full and frank endorsement of the views presented in my articles before the Worcester Society of Antislavery, and an endorsement I was proud to expect from you, for I had heard you say many times that the Emigrant Aid Company had saved Kansas from slavery. I was surprised, therefore, when I read in the Sun of last Saturday a modification, or a retraction, of the views so kindly presented in your letter to me, and your reasons for your change of faith. Thereafter it is the purpose of this letter to examine, with the hope of convincing you that you have exchanged your tenable and sound conclusions for an impulsive and unstable confession, having no basis of truth, and I trust in this effort, your own sense of justice will doubtless compel you to retract your retraction.

In the Sun letter you say:

I could not have agreed with Mr. Traver in the claim that the society did all the work, great as their work was, in so far as saying that the abolitionists were to retard the overthrow of slavery, or that they met slavery destroyed not only without their aid, but against their protest. . . . I have the profoundest regard for those old patriots and veterans.

For convenience of treatment I will put the above objections under three heads, as follows:

1. The Emigrant Aid Company did not do all the work of saving Kansas.
2. The abolitionists did not "retard the overthrow of slavery" and did not "see slavery destroyed not only without their aid, but against their protest."
3. "I have the profoundest regard for those old patriots and veterans."

The above are your positions fairly stated. Let us examine them in their order.

Two years ago last February you said, in your editorial column in the Washington, before the Worcester Society of Antislavery, that "the Emigrant Aid Company was the great power which had saved Kansas and destroyed slavery." Your testimony then was only the repetition of the testimony of thousands of others, including the Emigrant Aid Company, who had been in Kansas since 1854, and who had seen the overthrow of slavery.

It is not necessary to say that the Emigrant Aid Company was the great power which had saved Kansas and destroyed slavery. Your testimony then was only the repetition of the testimony of thousands of others, including the Emigrant Aid Company, who had been in Kansas since 1854, and who had seen the overthrow of slavery.

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consequence, not only to the State itself, but to the whole country, and to the abolition of slavery as a national issue.

Please contrast this "song of jubilee" with the whole of the free State cause. But this letter is too long, and I must close for this time.

Let those old patriots and veterans "exhibit their patriotism" in their own words. At a Garrison Convention held in New York City, May 4, 1868, Wendell Phillips delivered the following resolution, which was passed:

Resolved, That this society desire to reiterate its conviction that the only means of the free State of Kansas is the free State of Kansas, and the free State of Kansas is the free State of Kansas.

Resolved, That we invite a free correspondence with the Emigrant Aid Company, and we desire to have the Emigrant Aid Company, and we desire to have the Emigrant Aid Company, and we desire to have the Emigrant Aid Company.

In May, 1868, at the twenty-third anniversary of the A. S. M. Garrison offered the following resolution, which was passed unanimously:

Resolved, That making all due allowance for exceptional cases, the Emigrant Aid Company, and we desire to have the Emigrant Aid Company, and we desire to have the Emigrant Aid Company, and we desire to have the Emigrant Aid Company.

In these few quotations your "patriotism" has been given evidence of your vicious, and we desire to have the Emigrant Aid Company, and we desire to have the Emigrant Aid Company, and we desire to have the Emigrant Aid Company.

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THERE'S A MARKET FOR IRON.

The iron trade has long been regarded as a barometer of the market. Iron enters so largely into domestic and industrial service, and employment to so many men, and draws so largely upon subsidiary industries in its process of manufacture and distribution, that it has come to be looked upon as something of a financial king, to whom all other forces in finance and industry are tributary. It is a chief factor in the cost of railroads, it contributes largely to the building industry, it is the backbone of the sea, and in the kitchen it is about equally necessary with the salt.

All the features of modern civilization, except its virtues, are becoming ironclad.

But if it be true that the iron trade is a ruler of the market, we are not in every respect quite so prosperous now as we were a few months ago. Steel rails, which only recently sold at \$40 per ton, are now selling for \$38 a ton, and the price is steadily declining.

Still, the iron manufacturers talk hopefully. There is profit, they say, in the manufacture of steel rails at \$32 per ton, some of the manufacturers most favorably looked upon have reduced the cost of production to no more than \$22 per ton, while the least favored can produce at a cost only \$2 or \$3 higher. But others again say that wages are paid on a standard of \$40 per ton; and if this be true, it will make to reconcile it with the first statement.

But it is to be remembered that the steel trade will make the latter claim speak also with a confidence that would certainly be a little misleading if it were true that wages are paid on a standard of \$40 per ton.

The reasons given for the decline in the price of steel rails are of two kinds. One is the fact that at the beginning of the year it was estimated that there would be about 10,000 miles of new rail to be laid down in the United States.

There is a lesson to be gleaned from the situation which thoughtful men are not slow to perceive. The rate of \$40 a ton is a high one, and we must look upon it as a high one.

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THE WAGES OF PAIR WORK.

There is a man in a furrier's store contemplating seal garments in the window. "I never see a seal coat," he said, "that I am not reminded of a heart-breaking day I passed among the seal killers."

Then he told of joining an expedition, when he was a young man, and going out for the seal. He told of the hardships and dangers of the life, and of the loss of many of his companions.

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ACTORS' EARLY LIVES.

The former career of some of the well-known men of the stage.

Actors and managers are not always familiar with the theatres from childhood, though some of them began their career as infant prodigies.

John McCullough was a foundryman. He was a foundryman, and he was a foundryman. He was a foundryman, and he was a foundryman.

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TWO HE WAS FROZEN TO DEATH.

Capt. Zeb's Wonderful Ride in the Hard Winter of '80 and '81.

"Whenever cold weather begins to approach," says Capt. Zeb of Uniontown, "I can't help thinking of the remarkable winter of '80 and '81, when I was frozen to death—frozen square, plumb to death, sir! Nobody was ever frozen any deeper than I was, but I had the luck to be called back to life. And that coming back over the boundary makes me ache yet to think of it. I didn't mind the dying, that was rather a pleasure. But the coming to life, if I ever freeze to death again I'll leave word some way that the man who resuscitates me does so at his peril."

"That was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of the season fell on Oct. 3. The last snow came down on May 15 in '80. Between these two dates there was less than six feet of snow on the level all the time, and where the wind had good chance at it, it was less than six feet. It was a great winter, that winter of '80 and '81. And the fall of '80 wasn't so common, either. Neither was the spring of '80. I tell you that. The first snow of